WHIST.

BY RICHARD A. PROCTOR.

NOTES AND REPLIES TO QUERIES. The whist column this week will consist chiefly of notes and replies to queries, suggestions, etc. Let me note at the outset that as my avocations call me to great distances from New-York, with a constantly varying address, it is impossible for me to deal with correspondence and queries in a systematic manner. But it would not be in any case desirable, as the number of letters which would have to be dealt with would be so great as to hamper the whist column altogether, and occupy

I take first a query by A. S. K. as to the proper ourse to pursue with such a hand as the following, the holder having to lead:

more time than could conveniently be spared for

Spades (trumps)—A, 7, 6, 3. Hearts—10, 7, 4. Diamonds—9, 8, 3. Clubs—9, 3, 2.

The first point to be attended to, in the case of so pleasing a hand as this, is to suffer no signs of exuberant joy to be expressed on the countenance. This attended to, you have to decide what to lead. The question asked me is whether you are justified in leading trumps. There is no whist law forbidding you to lead trumps from such a hand, or even from Trump 2 single, and 2, 3, 4, 5 in each of the other suits. What your partner might be justified in doing if you did lead trumps, would be a question worth considering. I can scarcely imagine any conduct too severe for a lead which distinctly implies that you hold a strong suit ontside your moderately strong trumps. The proper thing to do is undoubtedly to lead the Heart 10, or the Diamond 9 (the two suits are e jually weak), in the hope that fortone which has been so severe against you in giving you so bad a hand, may have given your partner a band which will enable him at once to recognize your lead as from weakness.

N. A. Rowe sends me the Vienna problem solution. As the problem is well known I do not publish it, referring readers either to James Clay's treatise on "Short Whist" (where no solution is given, however), or to my own little treatise, " How to Play Whist," where the problem is given with its solution. In response to Mr. Rowe's query I merely note that the solution depends on forcing two diseards from the seemingly well-guarded adversaries,-so after drawing three rounds of trumps, go on with the long trump. If the enemy diseards a Diamond or a Spade there is no further difficulty, as those suits are now unguarded. If he discards a Heart, lead Spade Acc. It will be found that whatever discards the opponents make, their guard may now be broken through in all three

While on this subject let me quote here for the amusement of whist players the following double dummy problem, which is to my mind superior to the great Vienna coup, masmuch as two neat points of play are involved, within the compass of six tricks: spades-7, 6. Hearts-Kn,4. Clubs-A, 3.

Hearts-Q. 9. Diamonds-Ku, 6



Hearts-10, 5, 3. Z Clubs-6. Diamonds-Q. 7.

Hearts-A, K, 6. Clubs-10. Diamonds-10, 9.

Here A is to lead, and A-B are to make all the tricks. The players are supposed to see all the cards, and of course the six tricks are to be made against the best possible play. It is easy to make six tricks if Y or Z play ill, as for instance if Y throws away a Club, at any stage of the play; for then, of course, A-B have two certain tricks in Clubs, which with the two in Hearts and the two in trumps make the six required. But against proper play by Y-Z, the problem is not very easy. In fact to unpractised players it will appear after a few attempts altogether hopeless; because on every line it seems as ough Y and Z could make sure of one trick, either in Hearts, Clubs or Diamonds, all three suits being perfectly guarded. For the guidance of such players I note that the success of A-B depends on their keeping open all three plain saits; according to the play of Y-Z. A-B may have to make, outside the two trump tricks, three tricks in Hearts and one in Clubs, or two tricks in Hearts, one in Clubs and one in Diamonds, or two tricks in Hearts and two

m Clubs. By keeping these three possibilities open

as long as possible, the problem can be solved. is stated that the above position occurred in actual play with four players; but that is maniestly impossible; for ten Hearts remain in the four nds, so that not one round of Hearts can have

actual play with four players; but that is maniestly impossible; for ten Hearts remain in the four hands, so that not one round of Hearts can have been played, so that the position of the Hearts could not possibly have been known, as the conditions of the problem require. In actual double dammy problems, the position may have presented itself. If so, and A played correctly at a minate's notice, he must have been a capital player. For even an experienced double dummy player need not be ashamed at being several minutes before he sees the solution of the problem. The flist "point" in the solution of the problem. The flist "point" in the solution of the problem. The flist "point" in the solution of the problem. The flist "point "in the solution of the problem. The solution is sinded such as would occur to every whist player at one,—but the second is not so obvious. Yet in reality the play throughout is such as true whist principles suggest as the only sound course, and though a player might be a few minutes seeing the solution without the cards, with the cards he would probably play right throughout. The solution will be given the week after next; but solvers need not forward solutions, as every letter so sent would have to travel half over the States to reach me in my wanderings.

A querist "Bamblepuppy" asks how one can tell, from the proper return lead of lowest from three or highest from two left in hand, that the card return is one of three or one of two, seeing that the position of the other cards is not known. The answer is that in almost every case the third round gives the necessary information, which is then usually in good time to be of service, but that in many cases the second round, and even the mero opening of the round, tells the number of cards left, and often fells more. Thus suppose I lead three the lowest. Thus one of the enemy must be signaling; it is barely possible that both the failversaries have begun a signal, one holding the two, the other the four, and this bare possibility prevents me f

Tarce. Seven. Quen. Six.

Acc. Fight. Two. Five.

Here I know from my partner's return card that he must hold two more (four originally). For Y has signalled with the seven, five, and certainly does not hold the four, Z as certainly does not hold it; therefore B has it, and he would have led it instead of the two if he had held no more. Therefore he holds four and the King.—for from first round it is clear the other card cannot be the Kinave. I hold ten, nine myself; and all the remaining cards of the suit are accounted for. Thus Z has no more. Now Z has signalled. Therefore I am able to take advantage of the information my partner has given me in a most effective, way. I lead the ten, Y plays his Knave, my partner his King, and Z, the strong trump hand, is forced.

A lady (Miss May K. H.) sends me the details M the hand forming our first specimen game (Tribune, February 11) as played by herself and sisters, inviting criticism. At round 3 A leads a small Heart, because of B's Club discard. This is not quite sound, I think. If A considers B's discard at all, he should lead Heart King. But he should consider his own hand, in my opinion, and lead from the short Club suit headed by Queen, Knave, which is stronger and better protected than the

short Heart suit. On the line played by the Misses H. Y-Z make five instead of four, as in the actual game. Their play was good whist, though open to the correction noted.

M. C. R.'s letter will be commented on next week, or the week after.

HOME NEWS.

Arrests last week, 1,340; deaths, 740; births, 525; marriages, 194. Robert J. Burdette will lecture on "The Pilgrim-age of the Funny Man," in the Thirty-fourth Street Reformed Church, on Thursday evening.

The Twighlight Pleasure Club will give a ball at Caledonian Hall in Horatio-st., on Tuesday night for the benefit of the veteran William Williams of the Hawkins Zouaves.

APPOINTMENT IN A NEW OFFICE.
Controller Low yesterday appointed W. S. Corwin an examiner in the andiring burea of the finance Department. The office is a new one with a salary of \$1,200. Mr. Corwin was for several years in the greecry business.

CHANGE IN RUNNING ELEVATED TRAINS.

An important change in the running of trains on the East side elevated railroads will be made to-day. The Second Avenue trains which have not recently gone south of Chatham Square, will alternet with the Third Avenue trains to Senth Ferry. The shuttle trains on the City Hall branch will be run according to the present arrangement.

The Employment and Relief Committee of the Grand Army of the Republic of this city has issued an appeal to the public for work for those honorably discharged soldiers and sailors who are deserving of it. I emporary employment has been procured for fifteen comrades, soventeen have been sent to soldiers' homes, and thirteen assisted to reach places outside of New-York. The Employment Bureau is in Fohm 4, baseinent City Hall, General James R. O'Beirne, chairman. FILING CHARGES AGAINST GREENWOOD.

A private meeting of the commissioners appointed by Governor Hill to inquire into the management of Greenwood Cemetery was held vesterday in the office of Spencer Trask & Co. No. 18 Broad-st. Samuel D. Babcock was president, and Spencer Trask secretary; Charles H. Wilson filed the charges against the cemetery employes. There was an infermal discussion as to whether the accused men should be represented by counsel and it was decided that they should have counsel if they desired. Another meeting will be held on Friday.

sired. Another meeting will be field on Fiday.

BIDS FOR THIED-AVE, PROPERTY.

Proposals were received vesterday by Controller
Low for leasing the following plots of ground for a
term of ten years: Eight lots, 25x100 each, occupying the west side of Third-ave, from Sixty-seveight h-st.; three lots in East Sixtyeighth-st.; three were not made.

were not made.

LAST WEEK OF THE CIRCUS.

The final performances are announced for this week by the managers of the Barnum and London shows, as they will spea under canvas in Brooklyn on April 20, and in Philadelphia on April 27, remaining a week in each of those cities. Since the introduction of the Roman hippodrome and its addition to the regular circus performances, the Madison Square Garden has been too small to accommodate the great number of people seeking admission, and many persons were turned away from the doors. Jumbo, Jo-Jo, the Ethnological Congress, Count and Countess Magri, the menageries, curiosities, etc., will all be seen this week, besides the usual circus in three rings and upon the stage.

MIDNIGHT BURGLARY IN BROADWAY.

A crash of falling glass in Broadway near Seventeenth-st, about midnight yesterday attracted the attention of Special Officer Petiti, of the Park Department, and he ran after a man who went through Eighteenth-st, to Fifth-ave. Policeman Roeinson stopped the stranger with a package of shirtings and a half a dozen umbrellas, taken from the store of E. A. Newell, of No. 859 Broadway. Upon investigation it was found that one of the large side lights, valued at \$75, had been broken to allow the things to be taken out. The prisoner, who was poorly dressed and gave the name of John Daly, age twenty-three, of No. 37 Bowery, was taken before Justice White in the Jefferson Market Police Court yesterday and held for trial on a charge of burglary, preferred by Mr. Newell, bail to the amount of \$2,000 not being offered. MIDNIGHT BURGLARY IN BROADWAY.

BROOKLYN.

Mrs. Lulu Sands, who figured last winter in an alleged burglary case at her home in Richmond Hill, L. I., charged her husband, Charles Sands, before Justice Massey, yesterday, with abandonment. She states that he has only given her \$12 since last November.

Bridget Nolan, of No. 14 Garfield-place, sued John McCaffrey, a liquor seiler, for \$5,000, for setting her husband hquor. A jury yesterday gave Bridget six cents.

A sickly young man stood at the Sanda the s

A sickly young man stood at the Sands-st. entrance to the Bridge on Friday, calling aloud for passers by to sign a petition for the extension of the Bridge to the City Hall. He got thousands of signatures.

Bishop Littlejohn administered the rite of con-firmation on Friday night to sixty-five persons in Christ Church, in Bedford-ave.

immediate service in Chine e was formerly a torpedo beat.

was formerly a torpedo boat.

The failure of a grip to work caused a blockade on the Bridge yesterday shortly after 8 a. m. It only lasted ten minutes, but the tide of travel was so heavy and so many people gathered at the Bridge entrance that hundreds walked over.

NEWS FROM THE SUBURBS.

STATEN ISLAND.

The street railway to the interior of the island extending from West New-Brighton to the Brow eries at Castleton Four Corners, was contracted for yesterday. The road will be about four miles long and run through a thickly settled portion of

A system of sewage similar to the Waring plan has been adopted by the residents along Richmond Terrace.

WESTCHESTER COUNTY.

WESTCHESTER COUNTY.

RYE.—Mrs. Sarah L. Douglass has brought an action against Andrew L. Bush and William B. Haistead, executors of the estate of Newbury Haistead, to close a lane leading to Oakland Beach, on Long Island Sound. She stamps the beach, on which there are a number of bathing houses, as a nuisance in the summer time, as it is in full view of her residence, and because those frequenting the place are very noisy. On the other hand, the defendants claim the right to enjoy their property as they elect.

VARIOUS CONNECTICUT TOWNS.

BRIDGEPORT.—At the annual meeting of the Historical Society yesterday, George C. Waldo, jr., editor of The Standard, was elected Society His-

DANBURY.—A singular wedding is arranged to take place this week, when a father will marry his son's widow.

SOUTH NORWALK.—Before the annual meeting of the Fairfield County Medical Society on Tucsday. Dr. Simon Baruch, of New-York, will make an ad-dress: Professor Meunde of New-York, Dr. Wile of Sandy Hook and Dr. Hill of Stepney, Conn., will read papers.

POINTS ABOUT THE TROTTERS. As the roads improve with the pleasant spring weather the trotting-horse trainers, Murphy, Sny-

der and Harrington, take advantage of them and are out every day, first with one horse and then with another. Though the season is backward, they do not intend to be backward, and have taken time by the forelock, It is expected that the season at the New-York Driving Club grounds under the new management will be particularly lively, and contests innumerable are promised. It is also said that no money will be spared to induce first-class performers to come there. Dart, the phenomenal trotter, that made the uphill half at Ficetwood last year in 1:06, is once more himself and is said to be moving like a whiriwind. George Hopkins, his trainer, and Mr. Smith, nis owner, are happy. Frank Work is seen on the road mostly behind Edward, driven singly. He expects, huwever, that when harnessed with Dick Swiveier the two will be able to trot the coming season as fast as ever. Alderman Hugh J. Grant usually drives a chestnut side-wheeler. The passed by something that is stronger and faster moving the Alderman does not become discouraged, but thinks it would be otherwise if he were driving Keniiwo:th Keniiworth will go into the hands of John Murphy and it is expected that he will repeat his triumphs of last year. John J. Quinn is driving a elever-acting brown colt by Thomas Jefferson. backward, and have taken time by the forelock, It is

PRINTING STOCK PRICES WITH ONE WHEEL. To avoid the injunction against the use of its instruments, the Commercial Telegram Company yester-day printed stock quotations with one wheel, spelling the prices. By the use of ingenious abbreviations the delay was not great. In the afternoon a botice was sent

THE MONEY MARKETS.

SALES AT THE STOCK EXCHANGE, APRIL 11. THE GENERAL LIST.

Open-ing. Hig'l. | Low't nat. | Bid. | A'z'd sold. Can Pacific. Cedar Falls. Cent of NJ... Cep Pacific. Chic & NW. North Pac pfe O R & N. Orth Pac pfe O R & N. P D & R. P D & R. P P Car Co. R & W P. St L & SF, prf. Texas Pac Umon Fac...
Am Tel & Cab
Mutaal Union.
W U Telegraph
Am Express.
US Express.
Pacine Man...
Con Gas...
Col Co...
Ontario...

Total sales for the day GOVERNMENTS.

30,000 U.S.48 Registered 1907 12132 U.S.4338 Registered 1901 1234

Sales at the N. Y. Petroleum Exchange and Slock Board.

Y Cent & Hud River

An early decline of 12 per cent in the price of British consols, rumors that war would be declared before Mon-Christ Church, in Besigna and the Navy Yard yesterday, but could not be confirmed, that Secretary Whitney intends to have the gumbout Intropid fitted up for immediate service in Chinese waters., The Intropid is steadily advanced all day. But it was steadily advanced all day. But it was the clique stocks—Northwestern, St. Paul as i Delaware. Lackawanna and Western-that gave character to the whole speculation, and it was not till a late hour that the whole speculation, and it was not till a late hour that the market generally gave more than sleepy responses to the action of the leaders. Of course the movements were based upon the theory that a war in Europe will create a large foreign demand for American securities. The market, however, as usual, was within the capacity of a muskell. The day's transactions in stocks amounted to 246,581 shares, of which the three leading stocks furnished last one-holf: Northwestern, 44,900 shares at 95%,297%,297%, against 95% last evening; St. Paul, 41,000 shares at 71,270%,22%, against 70% last evening, and Lelaware, Lzekawanna and Western 37,300 shares at 105%,207,206%, against 105 yesterday. Burlington and Quincy, with sales of 3,100 shares, advanced 324 per cent to 124%, but it closed quoted at 123%,21234. Contral of New-Jersey finally established a gain of 1%, and Delaware and Hudson 1% per cent. The trunk lines ruled duil and only steady till after midday, when they began to improve, and finally closed with advances of from 5 in the movement and inished with gains of 1% and 5 respectively. Union Pacific sold as high as 44 and its closing figure of 43% showed an advance of 1% per cent. The market closed active and feverish at quotations.

Government bonds were a little more active, and the ent. The market closed active and feverish at quota ons. Government bonds were a little more active, and the Government bonds were a little more active, and tone was stronger with an advance of 4s per cent is bids for the 4s and 44s. Annexed are the closing qu

| Bid. Ask. | U. S. car. 6s 1892 | 127 | U. S. car. 6s 1894 | 133 | U. S. car. 6s 1894 | 133 | U. S. car. 6s 1894 | 133 | U. S. car. 6s 1899 | 134 | U. S. car. 6s 1899 | 135 | U. S. car. 6s 1899 | U. S. car. 6s 1899 | U. S. car. 6s 1899

U.S. 48 1907, coa. 121 \(^{1}\)_{2}(17\)_{3} U.S. cur. 63 1899 134
U.S. 3 percents. 191\(^{1}\)_{2} Dist. Col. 3-65s. 112 \(^{1}\)_{2}
U.S. cur 63 1893. 123

State bonds were entirely neglected and the sales of city bank stocks were covered by (20) Metropolitan at 20. Business in railway bonds was small, but prices for the speculative kinds, sympathized with the share market. Thus Eric seconds rose from 54 \(^{1}\)_{2} to 56 \(^{2}\)_{2}55 \(^{2}\)_{3}, Missouri. Kausas and Texas general 5s were up \(^{3}\)_{4} at 56, Atlantic and Facilic incomes were 19 higher at 15 \(^{1}\)_{5}, and the Central of New-Jersey consols and convertibles were 1\(^{1}\)_{2} higher at 97 and 96\(^{3}\)_{4} respectively. Chesapeake and Ohio Bs declined \(^{1}\)_{3}, but recovered and closed at 64. Canada Southern firsts were better at 98 \(^{3}\)_{2}99\(^{3}\)_{2}. Metropolitan Elevated seconds were up \(^{3}\)_{3} at 97. West Shore and Buffalo firsts were \(^{1}\)_{4} stronger at 30\(^{3}\)_{5}. Returned and Danville firsts rose 1 per cent to 101. Louisville and Nashville general 6s cold at 90\(^{3}\)_{2}890\(^{3}\)_{5}, and firsts New-Orleans and Mobile division at 80\(^{3}\)_{2}881. Houston and Texas Central firsts were of \(^{3}\)_{4} at 85. Missouri Pacilic consols and at 94\(^{3}\)_{2}895. Harlem firsts brought 135\(^{3}\)_{4} and New-York, Lackawanna and Western Division were steady at 95\(^{3}\)_{2}895\(^{4}\)_{4} and firsts Wisconsin and Minnesota were up \(^{3}\)_{4} 24\(^{3}\)_{5} Burlington and Quincy debentures were about steady at 100\(^{3}\)_{5}00\(^{3}\)_{6}. The money market ruled steady at 1 per cent at 33, and Northern Pacific incomes were up 1 per cent for call ions.

The customs receipts reported at Washington to-day

| 1854 | 1854 | 1854 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 1855 | 180,000 127,000 68,000 771,000

Total. \$1,945,000 \$2,555,000

The United States Treasurer now holds \$315,335,350
United States bonds to secure National bank note circulation, as follows:

Currency 6s \$3,520,000

\$295,000; bonds withdrawn during the week, \$349,000. National bank circulation outstanding—currency notes, \$321,328,707; gold notes, \$461,594. Arainst these aums the Treasury holds in lawful money \$38,390,510 ns follows:
For redemption of netes of banks reducing circulation. \$40,757,480 lation. \$40,757,480 for notes of banks in liquidation. \$40,757,480 for netes of tailed banks. \$60,100 for netes in \$1,712,000,0, and the gain in specie and legal tenders is \$1,712,000,0, and the gain in deposits, being \$552,900 greater than the other changes call for, reflects the receipt of that sum in Nat'oual currency. The loans were contracted \$859,100. The surplus reservois increased \$1,279,275. delay was not great. In the alternoon a notice was sent over the tickers, in reply to the circular of the Gold and Stock Telegraph Company, to the effect that the company was prepared to give ample security to its subscribers for any damages which they mightiguiner by the threatened action of the Gold and Stock Company. At the company's office it was said that the Callahan patent, under which the injunction was issued, would expire on April 21 and that for the brief interval the printing of prices would be continued with the one wheel.

The Commercial Company to the effect that the company is such would expire on April 21 and that for the brief interval the printing of prices would be continued with the one wheel.

The Commercial Company to the effect that the company is such would expire on April 21 and that for the brief interval the printing of prices would be continued with the one wheel.

The Commercial Company to the effect that the company is \$1,712,000, and the gain in deposits, being \$852,900 greater than the other changes call for, reflects the receipt of that sum in National surgency. The loans were contracted \$859,100. The surplus reserve is increased \$1,279,275.

Following are the company and National band April 11:

April 1.

April 1.

April 1.

April 1.

April 1.

Differences.

104,444,400 100,000,000 Inc. 10,700,000 Inc.

Deposits..... 352,684,200 384,415,100 Inc. 1,730,800 Circulation... 10,953,900 10,963,500 Inc. 9,700

Total reserve. \$135,236,300 \$137,205,900 Inc. \$1.712,000 ag'st deposits 88,171,050 88,603,775 Inc. 432,725

Total for week \$9.604,480 \$7.867,135 \$9.601,817 Previously reported 129,613,457 126,225,051 100,804,286 Total since Jan.1 ... \$133,213,037 \$134,003,086 \$110,406,103 Imports of specie at New-York:

For the week \$610.831 \$172.253 Previously reported 5,7 6,513 1,633.860 \$6,367,349 \$1,907,115 \$4,919,776 Exports of specie from New-York:
For the week. \$177,050 \$2,184,634
Previously reported. 4.808,491 21,108,010 Total since Jn.a 1. \$5,145,551 \$23,202,644 \$9,657,762

Cough Remedies Fail

Oftentimes when the cough has become deep-seated or con stitutional. In such cases Hood's Sarasparilla, being a joonat tutional remedy, can effect complete cures. This may at first seem improbable, but the statements below show the suc cess Hood's Sarsaparitla has had in this direction:

" Hord's rerearcilla is the host remedy for cough or lung trouble I have over used. When all other remedies failed to relieve my cough, when I could not sleep nights nor work days, I tried Hood's Sarsap rillia and it worked like magic. When I had taken half a bottle, my cough lead entirely ceased and my lungs felt stronger than ever. I think I should have died of consumption if it had not been for 1100d's Sarsupar-illa." C.S.BATCHELDER, Fairles, Vt. "I had been coughing six years, and every one thought

I was in consumption. Hold's Stramparilla did me_lots of good. I de not cough at all now, unless I take cold, and I am in good health." ALBINA MARTIN, Lawrence, Mass.

Hood's Sarsaparilla Sold by all draggiats \$1 ; six for \$5. Made only by C. I.

100 Doses One Dollar

Steamboats and Bailroads. A.-BOSTON AND NEW-ENGLAND, LOW RATES, INSIDE ROUTE.

STONINGTON LINE.
Steamers leave from Pier S2, N. R., daily except Sundays.
F. W. FOPPLE, General Passengor Agent. CATSKILL EVENING LINE.
For Catakill, Stay result and intermediate landings.
Boars leave daily (samlays excepted) from Pier 34, N.
foot of Harrison, st. as b, p, m.
Fall (N. V. ONE DOLLAY).

NORTHERN RAILROAD OF NEW JERSEY Namet, Spring Valley and Monsey 7, 10 a, m., 4:50 p, m.

Nature, Spring Valley and Monsey 7, 10 a, m., 4:50 p, m. Sundays 9 a, m.

Fiff RAIT WAY, now known as the NEW-L. YORK, LAKE ERRICAND WESTERN RAIL 10 AD. ATTAINCTIONING OF THE NATURE OF THE STATE OF THE NATURE OF THE STATE OF T

sichts oulr. Sundays 6:15 am 3:10 g.0 pm 5:36 epo 6:10 8:30 pm and 12 midnight. Sundays 5:35 8:30 10:50 am 1:10 6:30 8 pm and 12 midnight. Sundays 5:35 8:30 10:50 am 1:10 6:30 8 pm and 12 midnight. Sundays 5:35 8:30 10:50 am 1:10 6:30 8 pm and 12 midnight. Warvick 7:45 10:15 am 4:15 9 am 8:30 10:50 am. Sundays 8:30 am. Sundays 6:45 8:30 10:30 am 8:30 8:30 4:30 8:30 am. Sundays 6:45 8:30 10:30 am 8:30 8 pm. Sundays 6:45 8:30 10:30 am 8:30 8 pm. Middletown 6:45 7:50 9 10:20 am 8:30 8 pm. The 8 am and 6:10 pm trains connect with New York, Untario ami West-ra instruction of the first f

PALL RIVER LINE.—The Best Sound Route to Boaton and the East. Low fares. Lirgo and power ful steamers PHORD and BRISTON from Pier 28. North River, daily (Sundays method), at 5 p.m.
GEORGE 1, CONNOR, General Passenger Agent.
BORDEN & LOVELLA Agents, New York. NEW-YORK CENTRAL AND HUDSON RIVER RALLROAD.—Commencing October 8, 1884, through trains will leave Grand Central Hepot. 1880 am, Rochester and Montreal Express through draw-ting-room cars. 8840 a. m., Fast Limited Chicago and St. Louis Express, with dining cars. stopping at Albury, Utica, Syracuae, Rochester, Burlialo, Nugray Palis, Eric, Cloveland and Toleda, striving at Chicago 10:10 a. m. and St. Louis 7:20 p. m. next day.

cio a. m., Chicago Express, drawing reom cars to Canan-na, Rochester, Ningara Falls and Bunalo, connects for daimu, Rochester, Niagara Falla and Bunalo, connects for Oswigo.

11 am. Western New-York and Northern Express, with the second case.

23 p. m., Albany, Troy and Ulica Express, through drawing room cars.

24 p. m., Albany, Troy and Ulica Express, through drawing room cars.

25 p. m., Bit. Lone Express, with sice ping cars for Niagara Falls, Bunalo, Cmemnati, Toledo, Betruit and St. Lonis.

26 p. m., Express with sice ping cars to Synciuse and to Auburn road and to Saratoga; also to Montreal.

25 p. m., Facilic Express, with sleeping-cars for Rochester, Bunalo, Niagara Falis, Cleveland, Toledo, Betruit, Chicaro, 11 p. m., Night Express, with sleeping-cars to Albany and Troy. Connects with the morning trains for the West and for the North except Sauralay night).

11 likes on sale at Grand Central Depet, No. 3 Rowling Green, 252 and 415 Broodway, and at Westelt's Express Offices, 3 Park place, and 785 and 912 Broadway, New York, and 353 Washington and 780 Pulton six, Brooklya, and at Plotthat, Williamsburg.

Accommodations in drawing-room and sleeping cars can be procured at any of the locket offices in New-York City, and at 333 Washington at 1780 Process.

Account as any of the field oilices in section 23,3 Washington at, Brooklyn.
Baggage called for and checked from residence.
Baggage called for and checked from residence.
Figures trains run daily. All others daily except Sunday.
These trains run daily. All others daily except Sunday.
These trains run daily. All others daily except Sunday.
These trains run daily.

General Superintendent.

General Passenger Agent.

General Superintendent.

TANK For ROSTON POPULAR SHORE LINE.—For BOSTON and the East, All rail from Grend Central Depot. Three express trains daily (Sundays excepted) to Boston at 8 a.m. 2 p. m. (parior car attached) and 10 p. m. (with palace sleeping cars). 5 sundays at 10 p. m. (with palace sleeping cars).

PENNSYLVANIA RAILROAD. DENNSYLVANIA RAILROAD.

On and after April 5th, 1885.

AND UNITED STATES MAIL, ROUTE.

Frains leave New-1 or Re, via to Eastername and Courtlandt Streets.

Ferries, as follows:

Harrisborg, Pitsborg and the West, with Pullman Palace.

Cars attached, 9 a. m., 6, 7 and 8 p. m., daily. New-York

and Chicago Limited of Parior, Dining, Smoking and sleeping Cars at 10 a. m. every day.

Williamsport, Lock Haven, 9 a. m., 8 p. m.; Corry and Eric at

8 p. m., compacting at Corry for Tittavilla, Patroleum Centro

and the Oil Regions.

Ealtim re, Washington and the South, "Limited Washington

Express "of Pulman Parior Cars daily, except Sunday,

10 m.; arrive Washington 5:05 p. m. Regular at 6:20, 8

and 8:350 a. m., 1, 3:40 and 9 p. m., and 12 night. Sunday,

6:15 a. m., 9 p. m. and 12 night, (with through Parlor Car),

1:00 p. m.

For Atlantic City, except Sunday, 11:10 a. m.

1:00 p. m.

for Cape May, except Sunday, 11:10 a. m.

for Sunday, 9:00 a. m. and 6:00 p. m. (do not stop at p. m. on Sunday, 9:00 a. m. and 6:00 p. m. (do not stop at p. m. on Sunday, 9:00 a. m. and 6:00 p. m. (do not stop at p. m. except May and 8:00 p. m. On Sunday, S. O. L. Asbury Park.) or Old Point and Norfolk, 6:20 a. m. week-days and 8:00 o m. every day.
onts of "Brooklyn Annex" connect with all through trains
at Jerasy City, affording a speedy and direct transfer for at Jerney (14; affording a speedy and direct transfer for Franckip travel.

Frains arrive: From Pittsburg, 7:00, 8:00 a.m., 6:55 and 9:35 p.m. cauly, and 11:35 a.m., daily except Monday. From Washington and Baltimore, 6:20, 8:00 a.m., 1:20, 3:40, 3:50, 5:30, 9:20, and 14:39 p.m. Sunday, 6:20, 8:00 a.m., 1:006 p.m. From Baltimore, 9:70 p.m. From Philadelphia, 3:50, 6:20, 7:30, 8:50, 6:20, 9:30, 10:40, 11:30 a.m., 1:20, 2:00, 3:10, 3:50, 5:30, 6:20, 6:55, 7:50, 8:50, 9:20, 9:35, 10:05 p.m., and 12:20 night. Sunday, 3:50, 6:20, 7:05, 8:03, 11:35 a.m., 6:20, 6:55, 9:20, 9:35, 10:05 p.m.

TO PHILADELPHIA. VIA THE PENNSYLVANIA RAILROAD. THE OLDEST ROUTE.

20 TRAINS EACH WAY WEEK DAYS AND S ON SUN-DAY, S STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

Express trains leave New-York, via Desbrosses and Court-landt Streets Ferrice, as follows:
620, 7:20, 8, 8:30, 9; 10; Chicaco Limited, and 10 Washington Limited; 11, 11:10 a.m., 1, 3:20, 3:40, 4, 4:40, 5, 6, 7, 8 and 9 p.m., and 12 night. Sundays, 6:15, 9; 10; Limited), and 10 a.m., 4, 6, 7, 8 and 9 p.m., and 12 night.
Trains leaving New-York daily, except Sunday, at 6:20, 8:30 and 11:10 a.m., 1, 2, 5, 5 and 8; p.m., connect at Trenton for Camden. Gro Cambellian leave Broad Street Station, Philadelphia leturning trains leave Broad Street Station, Philadelphia leturning trains 5, 5, 545, 650, 7,33, 8,20, 8,30, 11 and 11:15 a.m. Instited Express 1350 and 4,50 p. m., 1, 2, 4, 5 a.m. Instited Express 1350 and 4,50 p. m., 1, 2, 4, 5 a.m. Instituted Express 1350 and 4,50 p. m. on Sunday, 12:01, 32:0, 435, 63:05, 53:05, 50 a.m. 4, 4470 Limited, 6:05, 7,10, 7,40 p. t. 5, 545, 50 a.m. 4, 4470 Limited, 6:05, 7,10, 7,40 p. Leave Philadelphia, via Camden, 8:50 a.m. daily, except Enday Printed offices: F49, 425, and 044 Broadway, I Astor House, Triket offices: F49, 425, and 044 Broadway, I Astor House, and foot of Desbrosses and Cortlandt sis, 4 Court-st, and Herotlyn Annex Station, foot of Fultonest. Broadlys: Husch's Hotel, Haboken; Station, Jersey City; Emigrant Triket Office, No. 5 Battery Pisco, and Castio Garden.

The New York Transfer Company will cell for and check baggags from hotels and residences.

CHARLES E. PUGH.

General Manages.

General Pears, Agoli. Steamboats and Railroads.

IMPORTANT NOTICE

TO THE TRAVELLING PUBLIC AND SHIPPERS OF

HUDSON RIVER OPEN.
The STEAMERS of the
PEOPLE'S LINE,
DREW and DEAN RICHMOND, noted for their elegance
and superb accommodations, will commence their regular
trips to Albany and connecting for all points North and West,
on Thursday, April 9, at 6 p. m., from Pier 41, North River,
foot of Canal-8.

N. B.—STATEROOMS WARMED, Preight received until time of departure.

W. W. EVERETT. W. W. EVERETT,

TROY BOATS—CITIZENS' LINE.— Steamers SARATOGA and CITY OF TROY leave Pier. R., foot of Christopher-st., dally except Saturday at 6 Sunday steamer touches at Albauy. FOR NEW-HAVEN.—Steamers leave Peck Slip at 3 p. m. and 11 p. m. (Sundays excepted). 11 p. m. steamer arrives in time for early trains north and east. Excepted to New-Haven and return, \$1 50.

A —RONDOUT, KINGSTON and CATSKILL.

A —MOUNTAINS, Landing at Cranston's (West Point),
Cerawall, Newburg, Mariboro, Milton, Poughkeessie and
Esopus, cennecting with Hister and Delaware. Stony Clove
and Catskil Monaton Railroads. Steamers City of kingston
and James W. Baidwin leave every week day at 4 p. m. pier
foot of Harrison, at., except Saturday, when City of Ringston
leaves at 1 p. m.

FHIGH VALLEY RAILROAD.—Passenger train is ave depot foot of Corriandt and Desbrossos its. at 3:10 a. m., 1, 5:40, and 7 p. m. for Easton, Bethlehen, Atlentown, Reading, Manch Chunk, Wilkscharra, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffaloand the West. Pulman through coaches run daily. Local trains at 7 a.s. and 5:40 p. m. for Easton, Bethlehen and Coplay.

Trains is eaving at 2:10 a. m., 1, and precions. Sinday train peints in Mahonoy and Halleton and Coplay.

General Eastern Onica, Re. 3:5 Broadway.

General Eastern Onica, Re. 3:5 Broadway.

NORWICH LINE. FAVORITE INSIDE ROUTE To BOSTON \$3, WORCESTER \$250,

NASHUA, \$3.45, PORTLAND #6,

Eteamera "City of Worceater" and "City of Boston" leave Pier 40 N. R., foot of Watts-st. (next pler above Desbrosacs st. Ferry), daily, except Sundays, at 5:(1) p. m.

PHILADELPHIA AND READING R. R.
NEW JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY ST. NORTH RIVER.
TIME TABLE—TAKING EFFECT NOV. 16th, 1334.
FOT PHILADELPHIA and TRENTON. "Bound Brook Route," at 4:00, 745, 8:30, 11:15 a. m. 1:30, 4:00, 4:30, 5:30, 7:50, 12:00 p. m. SUNDAYS at 4, 2:45 a. m., 5:30, 12:00 p. m. Direct connection at Wayne Innetion for Germandown and Chestnut Hill: at Columbia-ave for Managuny, Consideration and Nortistown.
DIAMVING-ROOM CAR'S on all Day Trains and SLEEPING CAR'S on Night Trains. NAME OF THE ADDITIONAL AND ADDITIONAL ADDIT

For TAMAQUA at 7:00 a m. :43 p. in. 1,00, 1,30, 3:45, 4:90, 127 0 B. M. 187 112 HEN, ALLENTOWN and MAUCH CHUNK at 4:01, :300, 3:45, a. m., 1:00, 1:30, 3:45, 5:45 p. m. Sunday at 2:51, :300, 3:45, 5:45 p. m. Sunday at 2:51, :300, 3:45, 4:00, 3:45, 4:00, 3:45, 6:30, 7:00, p. m. Sunday 4:00, a. m. 5:30 p. m. 4:00, 4:00, 4:46, 6:30, 7:00, p. m. Sunday 4:00, a. m. 5:30 p. m. 4:00, 5:46 a. m. 4:00, 8:46 a. m. 0 p. m.

**TLEMINGTON, 7:00, 8:45 a. m., 1:00, 1:30, 4:00, 4:30 p. m.

**Sundaya, 1:30 p. m. 1:00, 1:30, 4:00, 4:30 p. m.

**SUMERVILLES at 4:01, 6:00, 7:00, 8:45, 10:30, 11:15 a. 1:00, 1:30, 2:30, 3:45, 4:00, 4:30, 5:00, 5:30, 5:45, 6:30, 0. 7:00, 8:00, 10:30 p. m. Sundaya, 4:00, 8:00 a. m., 1:30, 0:30:9. m. 530, 930 5. m.
PLAINVIELD, 450 5, 650, 750, 845, 930 1030, 11415
t. m. 140, 130, 230, 330, 344, 450, 430, 500, 545, 530, 105, 115, 100, 115, 100, 130, 240, 800, 530, 1030, 1200 p.m. 810, 2478, 430, 800, 800, 830, 1030, 1200 p.m. 810, 2478, 430, 800, 800, 845, a.m., 1200 m., 130, 4400, 530, 7400, 800, 845, a.m., 1200 m., 130, 4400, 530, 7400, 800, 845, a.m., 1200 m., 130, 4400, 530, 7400, 845, a.m., 1200 m., 130, 4400, 5430, 7400, 8450, a.m., 1200 m., 130, 4400, 5430, 5430, a.m., 1200 m., 130, 4400, a.m., 130, a.m., ONG BRANCH, OCEAN GROVE, &c., (All rail) at 8:15 s. m. 1:30, 4:30 p. m. 8:15 s. m. 1:30, 4:30 p. m. For ATLANTIC CITY, VINELAND and BRIDGETC 3 at

WOOTEN, C. G. HANCOCK, General Manager, General Manager, Gen. Pass and Ticket Are.

THE NEW LINE

REFWEEN

NEW-YORK, PHILADESPHIA, NORFOLK, OLD POINT

COMPORT AND THE SOUTH,

6 HOURS FASTER THAN ANY OTHER ROUTE.

The New-York, Philadelphia & Norfolk Railroad Company
now thus a Fast Day and Night Express between New-york
and Cape harce. Trains leave Now-york, via Pennsylvania
Railroad, 629 a. in. weos days and 8 p. in daily, arriving old
Point connect fell p. in. week-days and sojo a. in daily, Sorfolic 6 p. in. and blid a. in. Scoping cars through from Nowyork to cape their set and perior text from 17 lindelphia perthal
out course. These is, parlor, ar seals and slepting berthal can
be secured at any Local Chass of the beauty Philadelphia perthal

WEST SHORE POUTE.
VIA WIRST SHORE OF HUDSON RIVER.
All trains leave West 42d-st., Cortlandt and Desbross-All trains leave West 47d.st., Cortains and Postorial Stations.
Chicago, *10 a. m., *8 p. m. Pullman sleepers through.
St. Louis. *5:50, *8 p. m. Pullman sleepers.
Detroit, *10 a. m., *5:50, *8 p. m. Fullman sleepers.
Suspension Bridge, Ningara Falls, Bundalo, Roddester, *10
a. m., *5:30, *3 p. m. Sleeping and parior cars through.
Syraouse, *7:10, *10 a. m., *5:50, *8 p. m.
Utica, *7:10, *10, 11:50 a. m., *5:50, *8 p. m.
Newburg, Kingston, Catackin, Albany *7:10, *10, 11:00
a. m., *8:50, *5:50, *9p. m.
For Montreal and Canada East, 7:10 a. m., *5:50 p. m.
Hamilton, London, *10 a. m., *5:50, *8 p. m. Toronto, *5:50, *8 p. m.

Hamilton, London, *10 a m, *5:30, *8 p. m. Toronto, *5:30, *8 p. m. Douly. Other trains daily except Sunday.
For the kets, time tables, parior or sleeping car accommodations, or information, apply at offices; Jersey City, Poun. R. R. Ration: Hobokee, 118 Washington-st. Brooklyn, 4 Court-st. Anner office, foot Futton-st., New York City, 21, 207, 261, 313, 363, 861, 464, 1140, 1,323 Frondway, 737 6th-ave., 145 East 126th-st., 153% Howery, Penn. R. R. Stations, foot of Cort-landt and Desbrosses sts., and West Shore Station, foot of West 4/2-st. Barrage called for and checked from hotels and residences. Others can be left at ticket offices.

24 blate-st. HENRY MONETT. Gen. Pass. Agent.

Bankers and Brokers.

KOUNTZE BROTHERS,

120 BROADWAY (EQUITABLE BUILDING), N. Y. Draw Bills on the Union Bank of London. Make Cable Transfers.

A. Ab. Kider, & Co.

BANKERS. New-Y-BUY AND SELL STOCKS AND RONDS FOR INVESTORS OR ON MARGIN.
ALLOW INTEREST ON DEPOSITS.
A. M. KIDDER, WALLAND TRASK,
H. J. MOSSE, WM. C. HILL. P. W. GALLAUDET & CO.,

BANKERS. COMMERCIAL PAPER, STOCKS AND BONDS.

UNITED BANK BUILDING, WALLST, CORNER BROADWAY, H. FITCH, Jr., Member N. Y. Stock Exchange. NEW-YORK.

TAINTOR&HOLT BANKERS. NO. 10 WALL-STREET.

TRANSACT A GENERAL BANKING BUSINESS, DEPOSITS RECEIVED AND INTEREST ALLOWED ON

Vermilye & Co.. BANKERS AND BROKERS, 16-18 Nassau-st., New-York City. DEALERS IN INVESTMENT SECURITIES.

BUY AND SELL ON COMMISSION FOR CASH OR ON MARGIN ALL SECURITIES LISTED AT THE NEW-YORK STOCK EXCHANGE. DEPOSITS RE-CEIVED AND INTEREST ALLOWED ON BALANCES

Dividend Notices.

St. Paul and Northern Pacific Railway Company, New York, April 8, 1836.

A DIVIDEND OF ONE AND ONE-HALF (149) percent has been dealared upon the outstanding capital stock of this company, payable at the banking house of Messra Wink-Low, Lanier Co., 26 Nassaulst. Now-York City, on and after April 15, 1836.

Transfer books will be closed from April 11 to 15th inst inclusive.

ADAMS MINING COMPANY.

ADAMS MINING COMPANY.

SECRETABY'S OFFICE, 280 BROADWAY.

NEW-YORK. April 10, 1896.

A DIVIDEND OF FIFTEEN CENTS PER SHARE, being Twenty-two thousand ave hundred; \$22,500 00 dollars, will be payable to the \$100klolders of secord on and after April 20, 1880, at the office of the Farmers Loan and Trust Company, Nos. 20 and 22 Williamest, New York City, 80cck books will close on the 15th and re-open on the 21st day of Ab 15UNNE.

THOMAS D. ADAMS.

THOMAS D. ADAMS.

President. TROMAS D. ADAMS.

Financial.

\$5,685,000.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

FIRST MORTGAGE CONSOLIDATED 7 PER CENT

DUE JULY 1, 1900; INTEREST PAYABLE SEMI-ANNUALLY, JAN. 1st and JULY 1st.

Exchangeable, if desired, after July 1st for Region

above & 127 PER CENT AND ACCRUED INTEREST

TO DATE OF SUBSCRIPTION. The interest between such date and April 25th, when the bonds will be ready for delivery, to go to the aubscriber.

Full particulars upon application to the undersigned. H. B. HOLLINS & CO.,

No. 74 BROADWAY. VERMILYE & CO., Nos. 16 and 18 NASSAU-MA

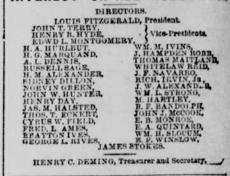
TRUST CO.,

120 BROADWAY, NEW-YORK.

CAPITAL, \$2,000,000 AUTHORIZED BY LAW TO ACT AS TRUSTEE.

EXECUTOR. GUARDIAN, RECEIVER.

Undertakes the care of ESTATES. Is the legal depository for TRUST FUNDS, and allows INTEREST ON ALL ACCOUNTS.



A PARTY who will assist a client of mine and furnish \$3,000, can absolutely make \$50,000 within six months and get back twice the investment within sixy days; staple as gold and no risk. Address P. O. Box 2,160. FIRST MORTGAGE BONDS OF THE

NEW.YORK, WEST SHORE AND BUFFALO
RAILWAY COMPANY.
A meeting of the holders of the above-mentioned bonds will
be held at the Window Hotel, Parier 22, Monday evening,
13th inst. Jat 8 o'clock, for the purpose of taking measures is

MUSGRAVE & CO., RUSSELL SAUE. R. L. HORFON' & CO. I HEN'TY CLEWS & CO., WILLIAM M. LENT', CHARLES R. FLINT, SCHAFFE BROS. SAMUEL'S. SANDS & CO.

FOR SALE AT PAR, \$25,000 of the wock of A Morigage Investment Company regularly paying FOUR PERCENT HALF-YEARLY DIVID NDS and basis increasing. NOTICE TO FIRST MORTGAGE BOND-HOLDERS OF HOUSTON and TEXAS CENTRAL R. R. CO.—All holders of these bonds who feel any concern as to their interests are requested to call at the office of G. I. RUDSON & CO., 74 Broatway, between the hours of 11 and 3 p. m.

Secretary Eontholders Committee.

CENTRAL RAILBOAD CO OF NEW-FRESEY,

119 LIMERTY-ST.
NEW-YORK, April 7, 1885.

NOTICE is hereby given that the abnual meeting of the stockholders of THE CENTRAL RAILBOAD LOMPANY OF NEW-JERSEY, to elect nine directors to serve for the year next enough, will be held at the office of the company at Jersey City between the hours of 12 o'clock m. and 2 o'clock p. m. of FRIDAY, MAY THE STH. next. office of the control of the control

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD CO.
RIVER RAILROAD CO.
NEW-YORK APRIL 1886.
SPECIAL NOTICE.
This Company is prepared to redeem in cash the SECONG MORTGAGE BONDS of the HUDSON RIVER HALLROAD COMPANY maturing June 16 next, whenever presented a little other. his office.
The face value of the bond will be paid together with as trued i terest to date of presentation, up to and including une 16, 1885, after which date interest will coase.

E. V. W. ROSSITER, Treasurer.

PARTIES holding stock in State Line Gold Mining Company's 2 & 3 and 1 & 4 having the option to exchange the same for stock in the NEW ORGANIZATION may call at the office of the State Line Consolidated Gold Mining Company, 7 NASSAU-ST., Room 45, for exchange.

chair Mining Company, 7 NASSAU-ST., Room of Change.

THE PHILADELPHIA AND READING RAILEOAD CO., GENERAL OFFICE, 227 S. 470-SF., PHILADELPHIA, APRIL 2, 18-5.

THE BOARD OF MANAGERS of the Philadelphia and Reading Railroad Company bereby gives notice to the central holder embraced in the pian for the Financial Reorganization of the NASSAULT HARMONIA COMPANY OF APRIL, 18-ST. Holders are requested to send their acceptances to the undersigned at this office, their acceptances to the undersigned at this office.

ALBERT FOSTER, Secretary.

TO THE BONDHOLDERS of the Ohio Central Entirond Company, River Division.

The undersigned committee of bondholders of the Ohio Central Entirond Company, River Division, have prepared a plan and agreement of reorganization, which has already received the support of more than two millions of the first mortgage bonds.

bonds.
Copies of the plan and agreement can be obtained from any member of U economities or from the secretary.
ERWIN DAVIS.
GEORGE M. BARTHOLOMEW, JAMES T. CLOSSON, JOHN H. BEACH, EDWARD C. HOMANS, WILLIAM M. BARNUM, Secretary, No. 11 Pinest. New 10th.

WANTED. - Alta, Montana, Mining Stock.
L. C. HILL, No. 60 Broadway, New York. Orders solicited in Reflecad, Mining Stocks and Petroleum.

\$2,000 & \$3,000 to loan on bond and mortgage, at 119 West 37th-st. No agents 119 West 37th-st. No agents 119 West 37th-st.

No leases. No fluctuations but a solid 7 per cent guaranteed. Call on or address. C. C. Hine & Son, Agents WESTERN FARM MONTGAGE CO. 137 Brondway, N. Y. MINING STOCKS ACTIVE AND HIGHER

owing to reported developments on Comstock Lode. Orders executed in California and New-York. Advances made by A. R. CHISOLM & Co. 61 Broadway. THE

DAYTON AND IRONTON R. R. CO. FIRST MORTGAGE 6 PER CENT

ISSUE, \$1,700,000, LIMITED TO \$11,000 PER MILE. ARE OFFERED FOR SALE AT PAR AND INTEREST, AND FULL INFORMATION WILL BE GIVEN BY THE CORBIN BANKING CO., NEW-YORK.

E. ROLLINS MORSE & BRO., BOSTON. THE CORBIN BANKING CO., 115 Broadway, New-York.
7 AND 8 PER CENT FARM MORTGAGES.

That properly negotiated first mortgage loans upon improved farms in amounts not exceeding one-third to 40 percent of their value are the best securities obtainable, is switched their value are the best securities obtainable, is switched their value are the best securities obtainable, is switched their value are the best securities obtainable, is switched to their value are the best securities obtainable, is switched to the second of a business out: ding over more than a quarter of a centary that these mortages are as and as sinke or toverment bonds, and arguments in opposition to filom, as negotiated by us, will not stand for the unionent in face of the overwhelming proofs which our records afford. Contingencies existing in awhile we do not pretend that they are the only affe securities to be had, we do say suphatically that the combination of a greaty safety and hearly if not quite twice the income obtainable from such as we would place in the same class, reader them decidedly attractive. Had they not proven satisfactory to our customize during the past twenty-five years, our transactions in them would have scarcely reached the enormous directions which our records disclose. We invite all when aftention may be attracted by our advertisements to this form of investments ocali and investigate for themselves before deciding that our claims for these securities, strong as we make them, are not based upon a sold foundation.

WANTED THE RAILBOAD EQUIPMENT CO.

MATURING IN 1885. POST, MARTIN & CO., 84 Pinest.